

CTIS NMC CRITERIA AND TIRE PRESSURE INFO

WHAT DO WE DO WITH THESE
CTIS COMPONENTS?

I FIGURE WE
JUST THROW
'EM AWAY.



YOU
CAN'T
DO
THAT!

YOU'RE ONLY
SUPPOSED TO
DISCONNECT
MY CTIS... NOT
REMOVE IT!



Dear Half-Mast:

Our unit mechanic disconnected the CTIS system on the up-armored M939-series 5-ton trucks and increased the tire pressure to 70 psi manually.

Several mechanics removed and discarded the CTIS components including the hoses and fittings. With the new ECU box that's shown on Pages 14 and 15 of PS 651 (Feb 07), should these components be reinstalled? The answer changes depending on whom you ask. Some say the vehicle is disabled without the CTIS, some say it is not.

What's the straight story?

Mr. P.V.R.
Camp Arifjan, Kuwait

MR. P.V.R.,
HERE'S THE
SCOOP...

WITH YOUR
COMMANDER'S
APPROVAL,
MECHANICS CAN
DISCONNECT (OR
NEUTRALIZE), BUT
NOT REMOVE, THE
CTIS ON M939A2-SERIES TRUCKS.

THE VEHICLE IS
NOT DISABLED.
YOU'LL FIND THIS
INFO IN TACOM
SOUM 01-019. HERE
ARE SOME OTHER
THINGS YOU NEED
TO KEEP IN MIND...

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MAY 08



On M939A2's equipped with the original CTIS ECU, the tires are automatically inflated to 60 psi on non-wrecker models and 80 psi on wrecker models when the vehicle's highway mode is selected. On up-armored 5-tonners, the CTIS is disconnected, valve cores are installed, and the tires are inflated to 70 psi on non-wrecker models and 90 psi for wrecker models.

If any of the CTIS components are faulty, the non-armored truck with CTIS still connected becomes NMC only while the vehicle is being serviced during its semi-annual/annual inspection, also shown in Para 2-12 in Table 2-1 of TM 9-2320-272-24-1.

When the CTIS is disconnected on an up-armored 5-ton, there is no requirement to restore the CTIS to an operable condition. Leave it disabled. A disabled CTIS does not make the truck NMC during scheduled or unscheduled maintenance. You'll find this same info spelled out in TACOM SOUM 06-019. (See page 57 of this issue for more information.) Remember, mechanics should not remove CTIS components or toss them out.

TACOM LCNC recommends taking a close look at the SOUMs that address this issue—01-013 and 06-019. The headlined is also in the process of changing the CTIS components so mechanics can reactivate a disabled CTIS with new hardware. The new setup allows for higher tire pressures.

Half-Mast